

# Men, Books, People & Things by Ed. Gardner

Mrs. Margaret Deland sends me the following:

"We are trying to mobilize American authors to get all those who write—no matter what they write about—to join together in expressing human sympathy. There are thousands of us in the United States. We write histories, novels, plays; we write scientific books and technical books; we write essays and poetry and propaganda, and if every one of us will give his or her dollar our craft will be doing its part to lessen the pain of the world. The enclosed suggests that we shall get together—we, the people who endeavor to express thought—and express the Master Thought of Life—Brotherhood."

The contributions are for the relief of suffering French soldiers at the front. Where could money help more?

Any one so inclined may send \$1 or more to Mrs. Margaret Deland, No. 2 Park Square, Boston, Mass., or, if they prefer, to Mr. Booth Tarkington, 1100 N. Pennsylvania St., Indianapolis.

I am indebted to Mrs. Wharton for a copy of the Franco-American edition of "Lectures Pour Tous," a magazine published in Paris, and circulated among the French soldiers at the front. It is full of fine, touching things about America.

M. Brieux of the French Academy, in a contribution entitled "France, the Friend of America," says:

"We waited for a word which never came. The disappointment touched us in a deep and vital spot; but we have held no bitterness there—only sorrow."

"For what we remember of the people of the United States is their nobility of heart, their dignity of character, their love of justice, their independence of spirit, and their profound and traditional love for us." (Translation mine.)

There is a poetical tribute to "Those Americans Who Have Died for France," interesting papers on American artists in France, American Science and War, "Parisienne de New York" (with a portrait of Mrs. Roosevelt), and a warm appreciation of the services rendered France by individual Americans.

Among those mentioned are: Mrs. Wharton, Mrs. Astor Chanter, Mrs. Whitney Warren, Miss Morgan, Mrs. Vanderbilt, Frank Jay Gould,

Mrs. Chas. Scott, Mrs. Peter Cooper Hewitt, Mrs. Robt. Bliss, Mrs. Wm. Hill, Mrs. Francis Shaw, Mrs. Walter Gay, A. M. Depew, James Hyde, Mr. Stillman, John Wanamaker, Kenneth Taylor, Miss Holt, Mrs. Wm. Tiffany, Miss Florence Matthews, Messrs. Hutchinson, White, Cushing and Greenough, and many "poor American surgeons, physicians and nurses."

In a private letter received from the Secretary of the British-American Peace Centenary Committee (a distinguished English publicist and author), he speaks of the pleasure of meeting "Dr. Judd and his wife from Honolulu."

The British Committee having for presidents the Duke of Teck and Earl Grey, with Lords Plymouth, Shaw of Dunfermline, Revelstone, Rothschild, etc., for members, is interested in acquiring Sulgrave Manor, the old Washington home, "as a tribute to the memory of the Great Patriot, and as a rendezvous for pilgrims from both sides of the Atlantic who are moved by the interest attaching to a great name in history."

Of this old Manor the secretary says:

"The Manor of Sulgrave was granted in 1538 (30 Henry VIII) to Lawrence Washington of Gray's Inn, mayor of Northampton in 1533 to 1546. The Manor House still bears the Washington shield, with the two bars and three stars upon it. These formed the origin of the American national emblem, the Stars and Stripes. Sulgrave Manor remained in the hands of the ancestors of George Washington for some 70 years."

"Early in the seventeenth century the fortunes of the family somewhat declined, and they moved to Brighton. The brothers John and Lawrence Washington crossed the seas to Virginia about 1657. The great grandson of the former was the George Washington of history."

"Sulgrave Manor is a fine old house of white stone, in practically unaltered condition, with walled garden, homestead and grass paddock around, situated in the center of the old village of Sulgrave, Northamptonshire, two miles from the station of Holton, on the Great Central Railway and near the Northampton and Banbury line."

own battery beyond filling it with pure water, and testing it with a hydrometer. By following these precautions and operating the starter and electric lights with some degree of intelligence and economy good results are bound to follow."

## "SAFETY FIRST."

If the car actually takes fire in the garage push it out into the open if possible.

In handling gasoline always treat it with the respect due a potential explosive.

Use no lighting system but electricity and protect the bulbs with wire guards.

Have an adequate number of fire extinguishers and buckets of sand at strategic positions in the garage.

If any lights but electric are used on the car, see that they are put out before the vehicle enters the garage.

Be sure that the gasoline and oil storage outfit that you are using is approved by the fire underwriters.

Absolutely prevent smoking in the garage by any one—yourself, your friends, your employees, your customers.

Keep the garage immaculately clean. Have a self-closing can in which to throw oily waste and other refuse.

Remember that in regard to garage fires, an ounce of prevention is worth tons of cure. Obviate carelessness in your garage and you have reduced by 90 per cent the chances of fire.

## CHANGING OILS.

One owner who has had his car for three years never has had occasion to remove the cylinders and attributed this to the fact that the cylinder oil was changed each 500 miles. Oil after being used for some time collects minute particles of carbon, grit, etc., which may cut the metal. The gearbox and rear axle housing also should be drained, cleaned with kerosene and refilled with clean lubricant. During the warm weather the lubricant in these cases should be heavier than that used during the winter. A heavy gear oil is better than grease and a hard grease is not recommended.

## A REMARKABLE CAR

H. G. Gremel, general manager of the Puritan Machine Company, drives about in a rather unusual type of car. The machine is composed of parts of all the various orphan cars which the Puritan Company cares for, some 102 in number.

## CAUSE OF RATTLE

A disagreeable rattle can often be traced to the hood where it rests on its seat. Strips of rawhide or other anti-friction material should be installed to prevent any squeak or rattle.

## MOTOR TEXT BOOK TELLS WHAT EVERY MOTORIST REQUIRES

If there is anything you don't know about gasoline and automobile engines, ignition systems, carburetors or repair diagnosis, it's your own fault. There are countless books on all the technical subjects relating to automobiles on the market, in the trade schools and in the public libraries.

A book that combines all the knowledge of the age about gasoline engines and carburetors, is the most valuable asset to a successful motorist that can be obtained. One of the best books of this kind is an automobile and gas engine encyclopedia, written and published by A. L. Dyke of St. Louis. The book is now in its fifth edition. It contains 824 pages, 2307 illustrations on repair and adjustments, a comprehensive treatise on ignition and electric subjects, carburetors, engines of four, six, eight or twelve cylinders and a comprehensive digest of automobile troubles. Besides these technical treatises, there is a dictionary of technical terms. The book is being used by forty or more automobile schools in New York and California.

## BONE FROM BOY'S LEG GRAFTED ON THAT OF MAN

PHILADELPHIA, Pa.—What is considered a rare surgical feat is the transplanting of a piece of bone from the amputated leg of a young colored boy to the fractured leg of a white man at Cooper Hospital, Camden. The operation was performed by a surgeon on the hospital staff.

The white man is John Hyde, 56 years old, of Moorestown, and the colored boy is Alfred Meneken, 15 years old, also of Moorestown.

The Meneken boy was shot in his right leg while gunning last Saturday and the member was amputated the following day.

Hyde had been a patient in the hospital for more than nine months, suffering from a fracture of the left leg below the knee. He was kicked by a runaway horse, and the bone was so splintered that the fracture would not heal. A piece of bone about six inches long was transplanted, and surgeons think the operation will prove successful.

The 1883 local labor unions in Canada have contributed 11,792 recruits and 439 reservists to the overseas force.

# Automobile Repairing

To make certain that your car gets the proper repairing and adjustments, do not "trust to luck" with a novice, but have our experts do your work—you'll save money by it.

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TYPE 17

# CHANDLER SIX

\$1295

No "Mark Up" in Price

## The Truth Made Men Stop and Think

A RECENT statement by the President of the Chandler Motor Car Company on "motor car values and motor car prices" occasioned more searching thought on the part of prospective motor car purchasers than any other announcement that has been made by the Automobile Industry this year. It came as a revelation to many who had considered themselves well informed.

That statement led to the purchase of Chandler Type 17 Sixes within the past three weeks by hundreds of men who had been attracted, by extravagant advertising or otherwise, to some one of the several "marked up" cars in the medium priced field.

If you read this statement by the President of the Chandler Company, as you probably did, you know what we mean by "marked up." You know that in recent months sums ranging from \$80 to \$200 have been quietly tacked on to the selling prices of these Chandler competitors.

The explanation of the marked up prices has been the abnormal conditions, said to exist and really existing in a degree, in the motor car material market.

But you know, too, that the Chandler car has not been marked up.

And so you can still buy this great car—greatest of all the Sixes—at the same price established eighteen months ago, long before the war had made any effect on the material markets. And bear this in mind, that every change made in the Chandler car in all these past months has been a refinement and an improvement. Every addition to it has represented increased manufacturing cost. Not a single thing has been cut out of the car.

Bear in mind that today, while others are asking you to add eighty, a hundred, a hundred and fifty or two hundred dollars to your check, \$1295 plus freight buys you this big, luxurious, highly refined Chandler—this Chandler with the marvelous motor which has been developed and perfected through four years of

intelligent manufacturing and four years on the road in the service of thousands of Chandler drivers.

Bear in mind that the Chandler is still featured by its Bosch Magneto ignition—which others leave off, even the marked up cars, because it costs so much more; still featured by its solid cast aluminum motor base extending from frame to frame—where others use cast iron; still featured by the sturdiest, simplest chassis; still featured by ball bearings in rear wheels, differential, transmission and elsewhere, which helps make it the lightest running car on the road.

Bear in mind that in this Type 17 Chandler you get the exclusive Chandler full floating rear axle with its silent spiral bevel gear differential. And that you get the highest standard of carburetion that the market affords; Gray & Davis separate lighting and starting system; big double external and internal brakes, which stop the car at the instant of command and hold it safe on any grade.

Bear in mind that you get all of these highest grade, high priced features and scores of others which, together with Chandler workmanship, go to make up a car the superior quality of which cannot be questioned in comparison with the quality of any one of the many "marked up" cars.

And remember, too, that in the Type 17 Chandler you are offered the beautiful tonneau cowl bodies which preceded the mid-summer "new models" of other makes by seven months time.

In the Chandler you get mechanical excellence, luxury of body design, trim and finish at the minimum of purchase price.

If we asked you to pay \$100 more or \$200 more that wouldn't make the car a bit better.

In considering your purchase of a new car, think for yourself.

Measure what Chandler offers you along side of what any other car in the medium priced field offers you, regardless of price, and we think we know what your decision will be. Measure it along side of what any other car offers, keeping the marked up price in mind, and we know what your decision will be.

Chandler Seven-Passenger Touring Car.....\$1295  
Chandler Four-Passenger Roadster.....\$1295

Chandler Seven-Passenger Springfield Convertible Sedan.....\$1895  
Chandler Limousine.....\$2595

Chandler Four-Passenger Convertible Coupe (Deliveries in October), \$1895

All Prices F. O. B. Cleveland, Ohio

# The von Hamm-Young Co., Ltd.

Honolulu

DEALERS

Hilo

## EXPERT EXPLAINS WAY TO TELL IF BATTERY IS DEAD

The following from the booklet on storage battery care issued by the Willard Storage Battery Company of Cleveland, may prove helpful to car owners:

"In examining a battery that appears to be dead, a hydrometer syringe should be used to determine the specific gravity of the electrolyte or the solution inside the battery. This test should be made before adding water. Should the battery charge prove to be lower than 1.275 it is necessary to have the battery recharged. This may be done in cases where the battery is not too weak by doing considerable running with small use of starter and lights. In this connection, it is very important to see that the generator is working properly."

"Inspection of wiring to make sure that there are no grounded wires from insulation being worn off, no corroded terminals and no poor connections; testing of lamps and cleaning of generator brushes are always as essential to efficient electrical performance as the cleaning of carburetors and gasoline is to motor efficiency."

"Sometimes the generator does not charge the battery sufficiently to meet the unusual demand of some particular driver for cranking the motor and operating the lights. In such cases the Willard Storage Battery Company recommends that the owner visit the nearest Willard service station where expert assistance can be had, to secure satisfactory lighting and starting device. Never trust a novice to repair or recharge a storage battery and do not tamper with your own."

**Tyree's Antiseptic Powder**

IS UNRIVALLED AS A DOCTOR. It does not irritate, soothes, relieves, and cures all conditions of the delicate membrane and keeps the skin in perfect condition.

Do not let quality prices—absolutely lowest—escape you. Ask for a box of TYREE'S ANTISEPTIC POWDER, which makes two ounces of excellent antiseptic powder, and is perfectly safe.

SEND FOR FREE SAMPLE

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